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COUNTRY East GermanyREPORT NO. TOPIC Grossenhain AirfieldEVALUATION PLACE OBTAINED

25X1

DATE OF CONTENT 17 to 29 October 1953

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DATE OBTAINED DATE PREPARED 14 November 1953

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REFERENCES

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PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The following air activity and aircraft were observed at Grossenhain airfield between 17 and 29 October 1953:
 - 17 October. No air activity was observed at the field. There was a closed ceiling and poor visibility.
 - 18 and 19 October. No air activity was observed. The sky was overcast and the weather was hazy.
 - 20 October. Between 10 a.m. and 3 p.m., flying was practiced by MiG-15s or U-MiG-15s which made individual flights at altitudes between 250 and 300 meters. The weather changed from O/10 to I0/I0 overcast. There was a visibility range of 5 km. Shortly after 4 p.m., a Li-2 landed.
 - 21 October. In the morning, there was a closed ceiling and in the afternoon, there was a 7/10 overcast and a visibility range of 3 km. at 10:25 a.m., a Li-2 took off and headed northwest. Between 3 p.m. and 5 p.m., there was air activity by aircraft making local individual flights of 5 to 8 minutes duration and flights in elements of twos which remained aloft for about 10 minutes. At about 4 p.m., a formation of two MiG-15s, including red No 474 with black wing tips, crossed over the field.
 - 22 October. Between 9 a.m. and 4 p.m., MiG-15 or U-MiG-15s fitted with and without auxiliary fuel tanks practiced flying individually and in elements of twos. The individual aircraft remained aloft for 5 to 10 minutes. The aircraft flying in elements of twos kept a distance of about 100 meters, and flew in 50-meter intervals. There was a closed ceiling at an altitude of about 500 meters. At about 2 p.m., 24 MiG-15s or U-MiG-15s were parked at the field.
 - 23 October. A Po-2 took off at 11:05 a.m. and headed north. The aircraft returned from the north at about 11:30 a.m. and landed at the field. There was a 4/10 overcast and a visibility range of about 4 km.
 - 24 and 25 October. No air activity was observed.
 - 26 October. Two swept-back jet fighters took off around 10 a.m. and returned to the field approaching from the northwest and landed at 10:28 a.m. There was a closed ceiling at an altitude of 400 meters and a visibility range of 2 km.
 - 27 October. In the morning, there was fog and a closed ceiling at about 600 meters. Between 11:20 a.m. and 4 p.m., about 24 individual flights were made by MiG-15s or U-MiG-15s which headed northwest. The aircraft returned after 15 to 20 minutes. Night flying was practiced between 7 p.m. and midnight, with one rotary searchlight being in operation. The aircraft had their usual position lights switched on. There was closed ceiling and good visibility.
 - 28 October. Between 8 a.m. and noon, individual flights were made by MiG-15s fitted with auxiliary fuel tanks. The aircraft circled over the field for 7 to 9 minutes. At 4:30 p.m., 30 MiG-15s or U-MiG-15s and 1 biplane were parked at the field.

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29 October. Between 7 a.m. and 3 p.m., no air activity was conducted. The sky was overcast at an altitude of about 300 meters and it rained.¹

2. On 28 October, the Dumko-type radar set which had been located in the radar station on the northern edge of the field near Spittelberg was not observed. A new radar set, probably a Token-type set, was identified north of the Kniferest-type radar set.²

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1. Comment. No observations were made indicating a change in the occupation of Grossenhain airfield. The field is believed to be still occupied by a fighter division headquarters and two fighter regiments equipped with a total of 60 to 65 MIG-15s.

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2. Comment. The Dumko-type radar set was replaced by a Token-type set with a larger radius of action. reported the erection of a new set on 7 October 1963.

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